



Illinois Department of Transportation

Public Meeting ^{#1}

June 9, 2011



Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com



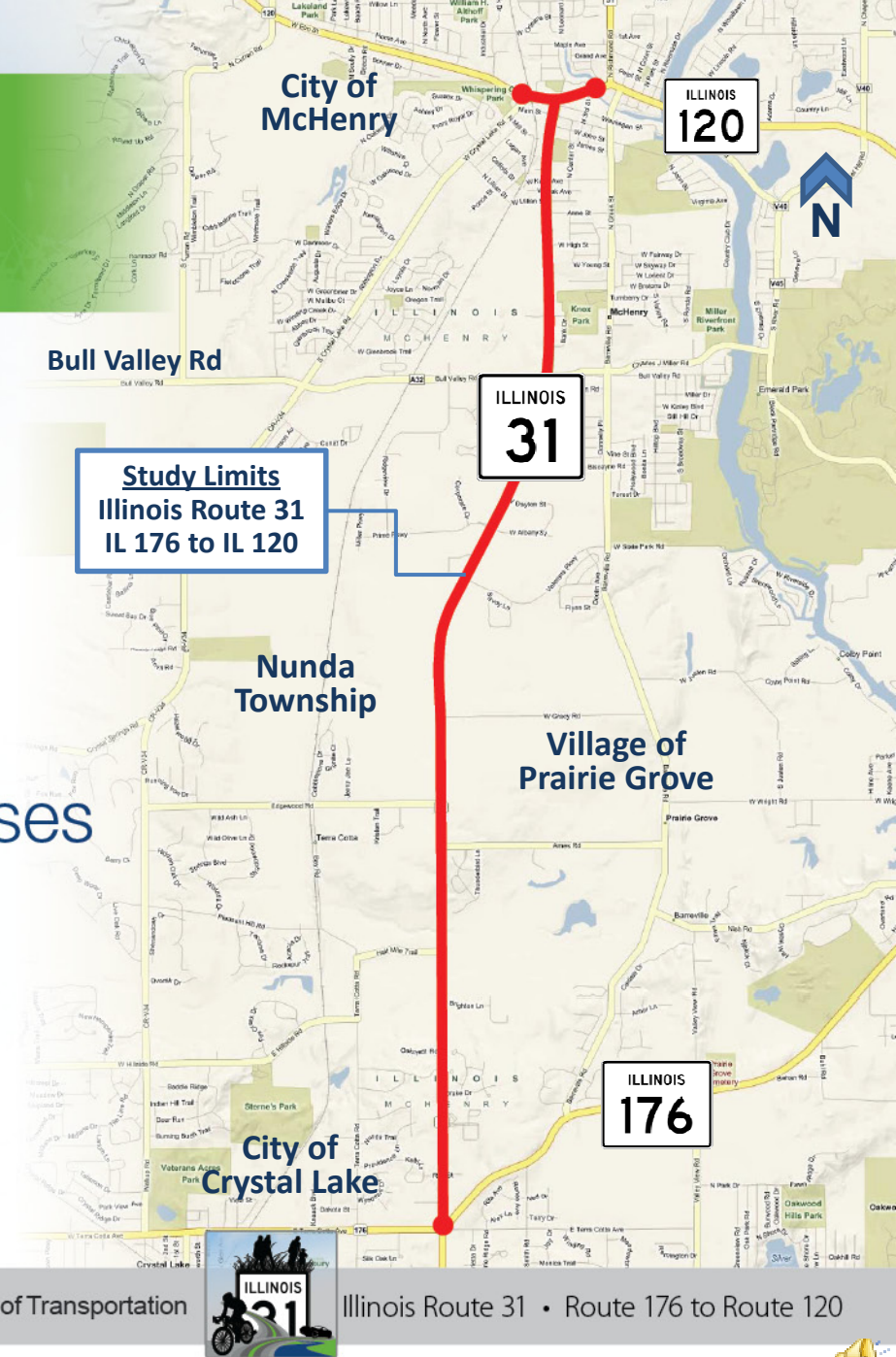
Meeting Purpose

- Inform stakeholders of study
- Define study area
- Discuss study considerations
- Give study history
- Share study process and schedule
- Explain public involvement process
- Identify study team members
- Solicit public input
- Encourage public involvement
- Explain Next Steps



Study Area

- Approximately 6.8 miles
- From IL 176 to IL 120
- Traverses several local agencies
- Includes mixture of land uses (*residential, commercial, agricultural and industrial*)
- Natural Resources
- Regional Significance



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Study Considerations

- In-Depth Look at:
 - » Existing Roadway Deficiencies
 - » Safety Issues
 - » Operational Issues
 - » Drainage Issues
 - » Alternate Modes of Transportation
 - » Future Transportation Needs



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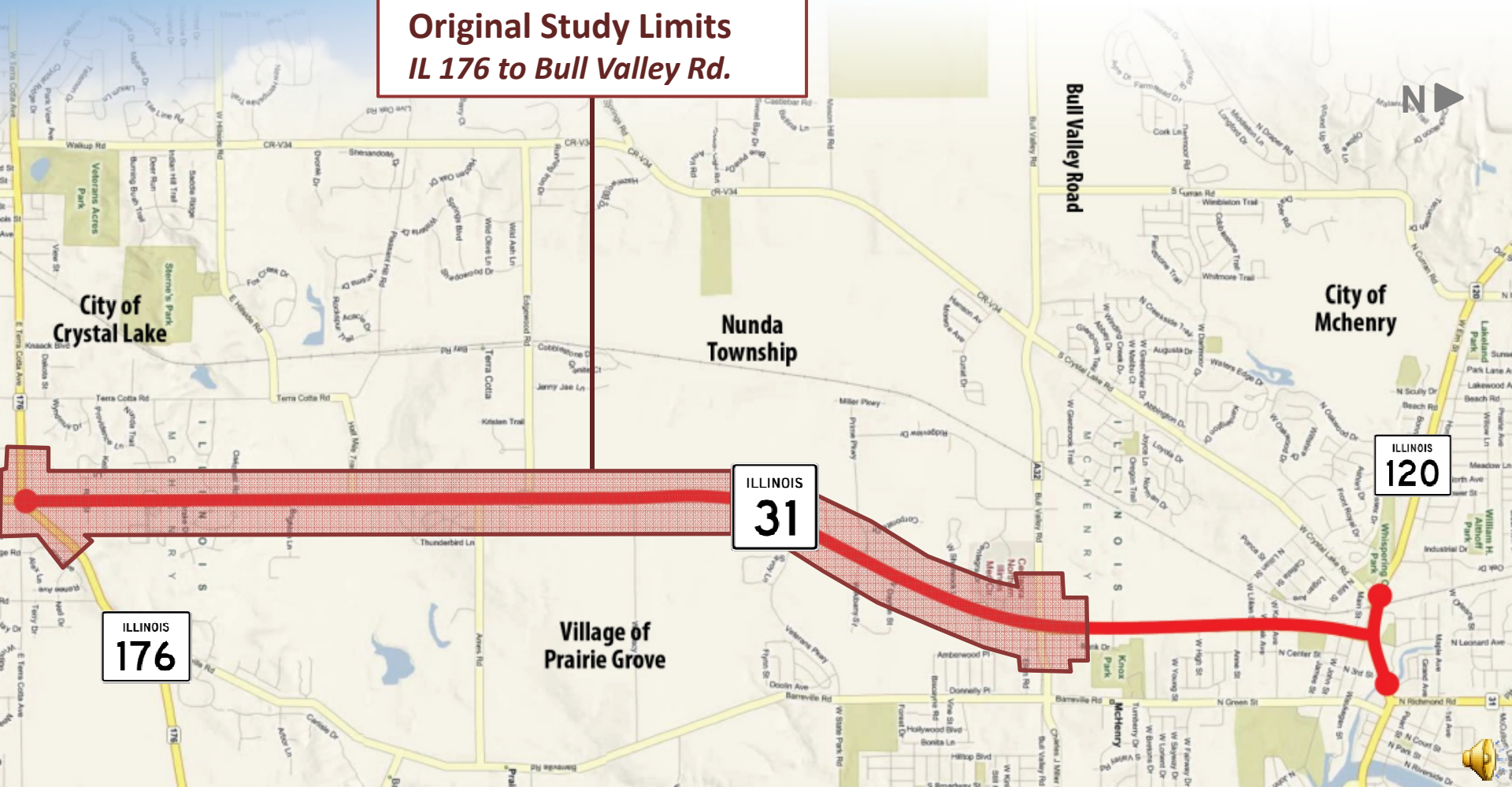


Study History

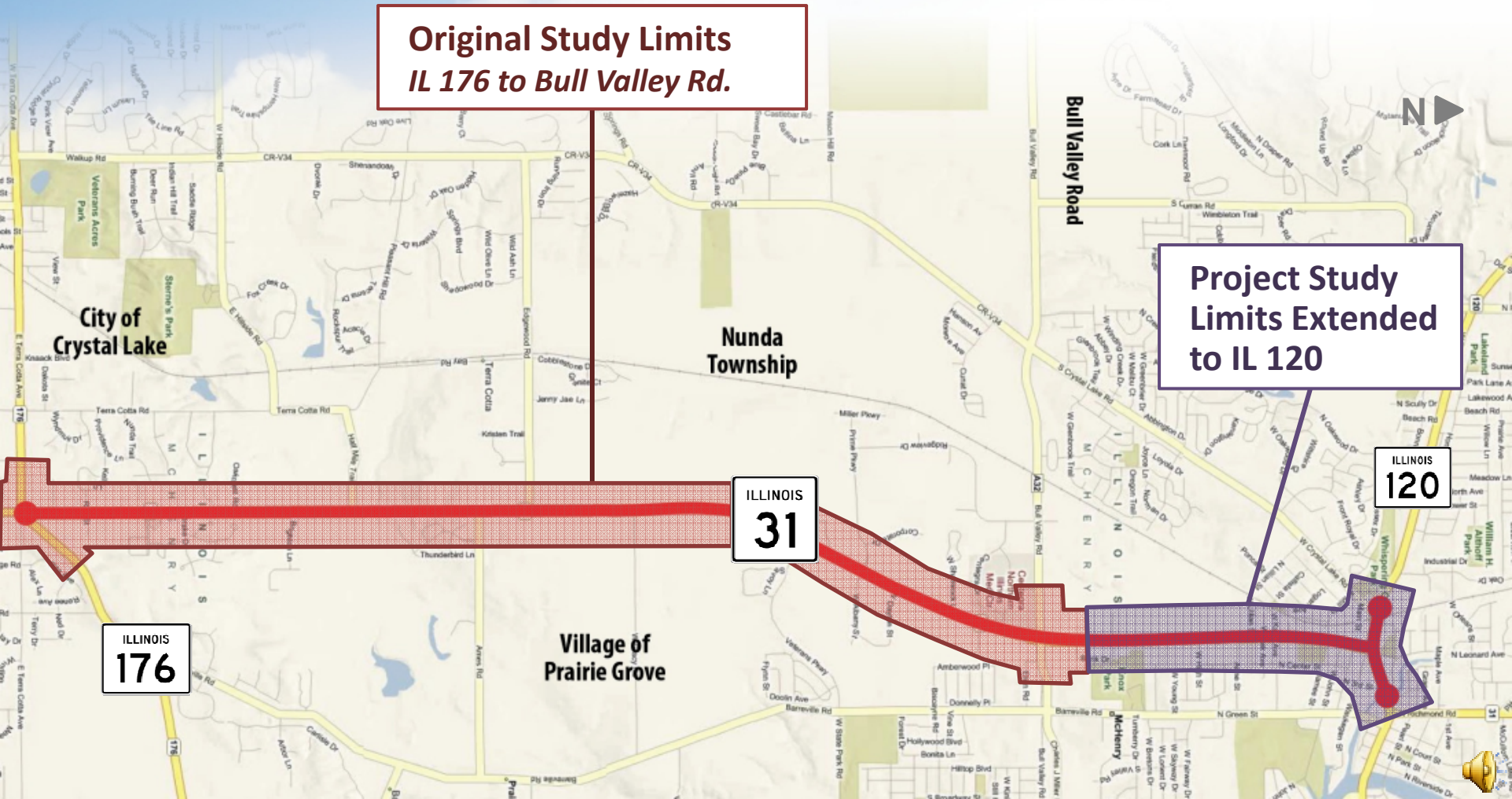


Study History

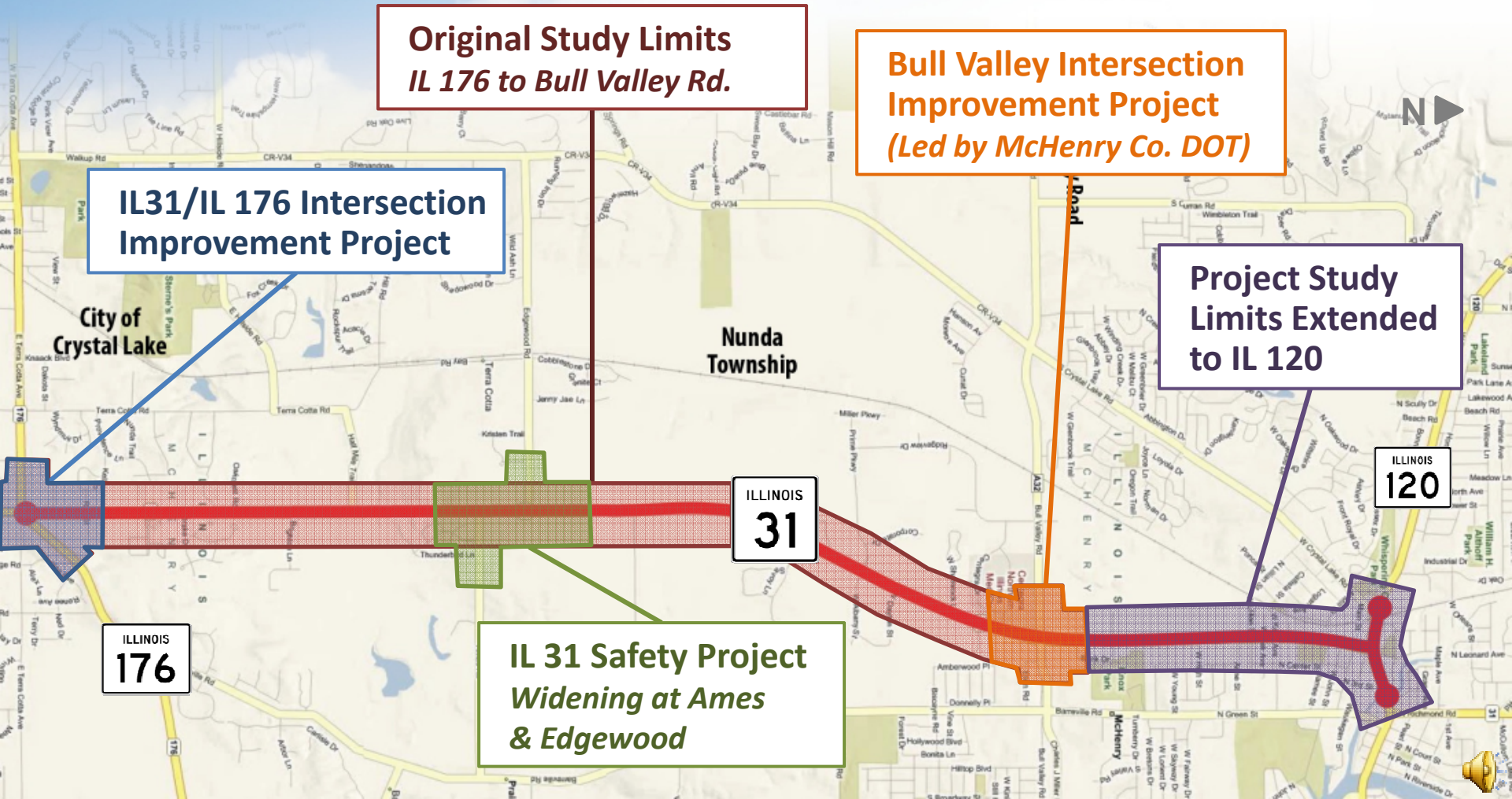
Original Study Limits
IL 176 to Bull Valley Rd.



Study History



Study History



Study Considerations

Safety Issues (Crash Experience)



**LOCATION RANKED AMONG TOP 5% BY THE STATE (IDOT)
AS HAVING THE HIGHEST CRASH SEVERITY INDEX IN 2009.**

**THE CRASH SEVERITY INDEX IS THE LIKELIHOOD OF A USER
OF THE ROADWAY TO BE INVOLVED IN A SEVERE COLLISION**



Level of Service (LOS) Definition

LEVEL OF SERVICE (LOS) DEFINED



LOS "A"

INTERSECTION APPROACHES
APPEAR QUITE OPEN AND ALL
MOVEMENTS ARE EASILY MADE.
AVERAGE VEHICLE DELAYS ARE
LESS THAN 10 SECONDS



LOS "B"

STABLE OPERATION.
AVERAGE VEHICLE
DELAYS ARE 10 TO
20 SECONDS



LOS "C"

PERIODIC BACKUPS WHERE
MOST DRIVERS BEGIN TO
FEEL SOMEWHAT RESTRICTED.
AVERAGE VEHICLE DELAYS
ARE 20 TO 35 SECONDS.



LOS "D"

DELAYS TO APPROACHING
VEHICLES MAY BE
SUBSTANTIAL DURING
SHORT PERIODS, BUT
EXCESSIVE BACKUPS
ARE NEGLIGIBLE. AVERAGE
VEHICLE DELAYS ARE 35
TO 55 SECONDS.

LOS "E"

MAXIMUM
CAPACITY OF THE
INTERSECTION.
AVERAGE VEHICLE
DELAYS ARE 55 TO
80 SECONDS

LOS "F"

JAMMED CONDITIONS
WHERE THE INTERSECTION
IS OVER CAPACITY.
AVERAGE DELAYS EXCEED
80 SECONDS.



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Study Considerations

Operational Issues (Capacity)



**2009 Existing and 2040 No-Action
Average Daily Traffic Volume and
Traffic Level of Service Comparison**



Study Considerations

Operational Issues (Capacity)



**2009 Existing and 2040 No-Action
Average Daily Traffic Volume and
Traffic Level of Service Comparison**



IDOT Project Development Process

PHASE I

Preliminary
engineering &
environmental
study

PHASE II

Contract plan
preparation
and land
acquisition

PHASE III
Construction



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Where Are We Now?

PHASE I

Preliminary
engineering &
environmental
study

- Study Purpose
Definition



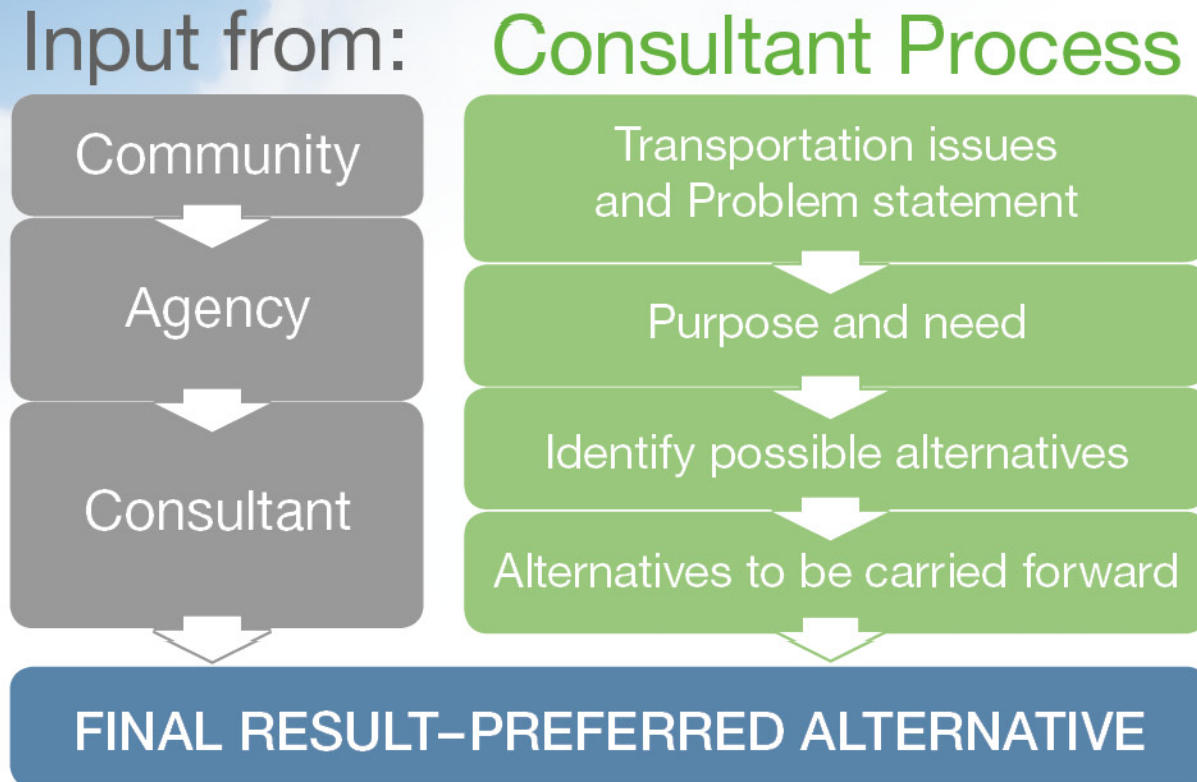
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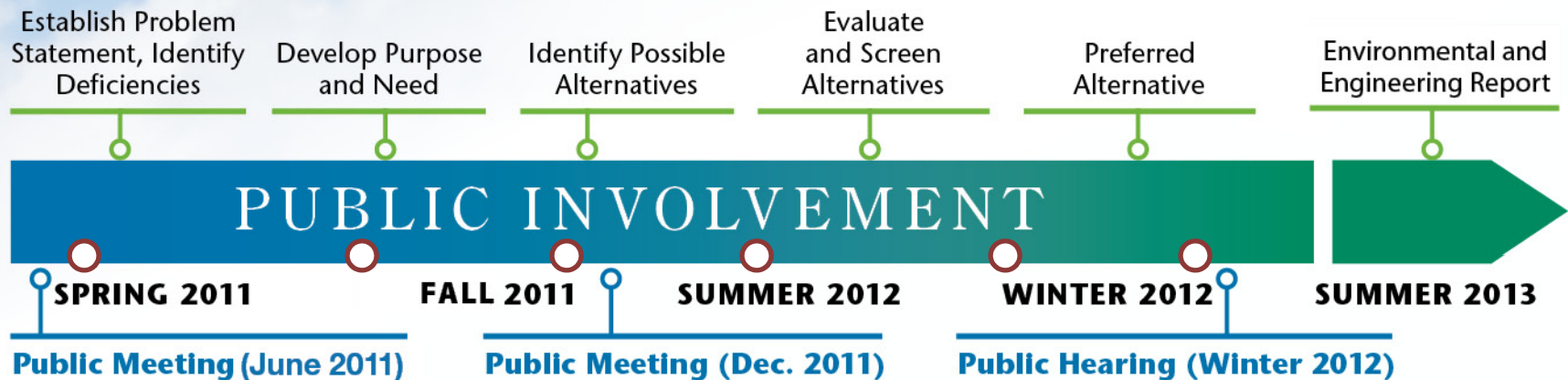


Phase I Study Process



Phase I Study Schedule

PROJECT MILESTONES



○ Anticipated CAG Meeting Schedule



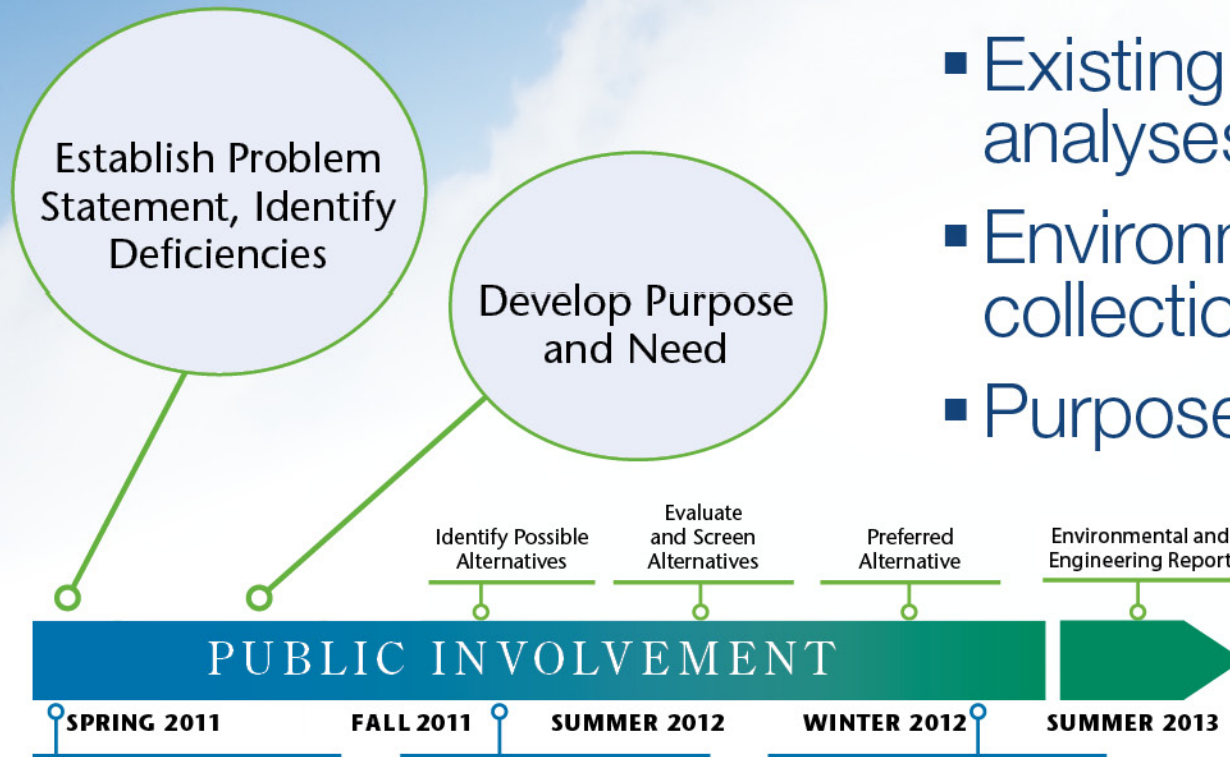
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Next Steps



- Existing conditions analyses and deficiencies
- Environmental data collection
- Purpose and need



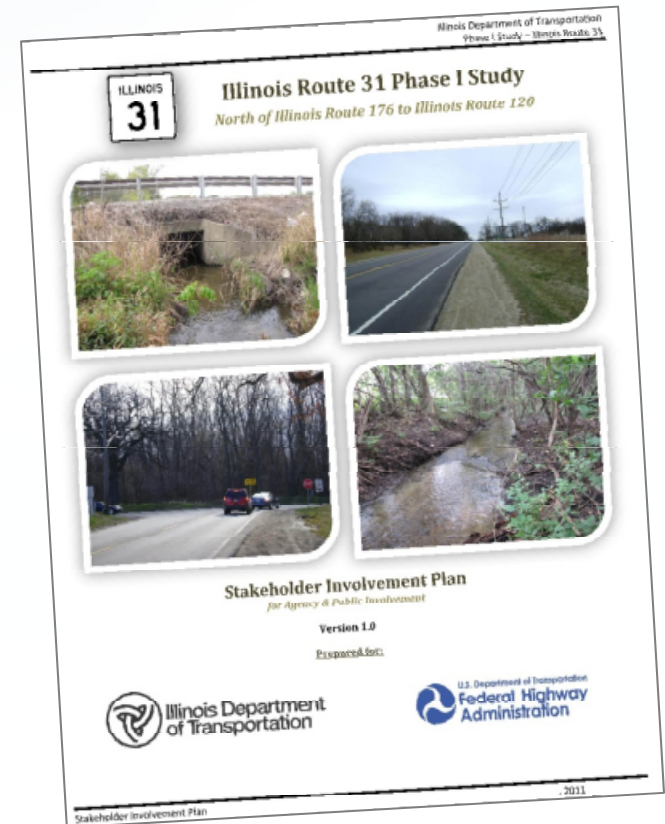
What is Context Sensitive Solutions (CSS)?

- Involves all stakeholders
- Fits into its surroundings
- Develop, build and maintain cost effective transportation facilities
- Addresses all modes of transportation
- Preserve aesthetic, historic, and environmental resources
- Maintain safety and mobility



Stakeholder Involvement Plan (SIP)

- Blueprint for defining outreach tools and methods
- Framework for achieving consensus
- Identifies roles and responsibilities of participants
- Establishes timing of stakeholder activities
- SIP is available for review today at: www.ILRoute31.com



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Who's Involved?

Project Study Group (PSG)

Community Advisory Group (CAG)

LEAD AGENCIES

- » IDOT
- » FHWA

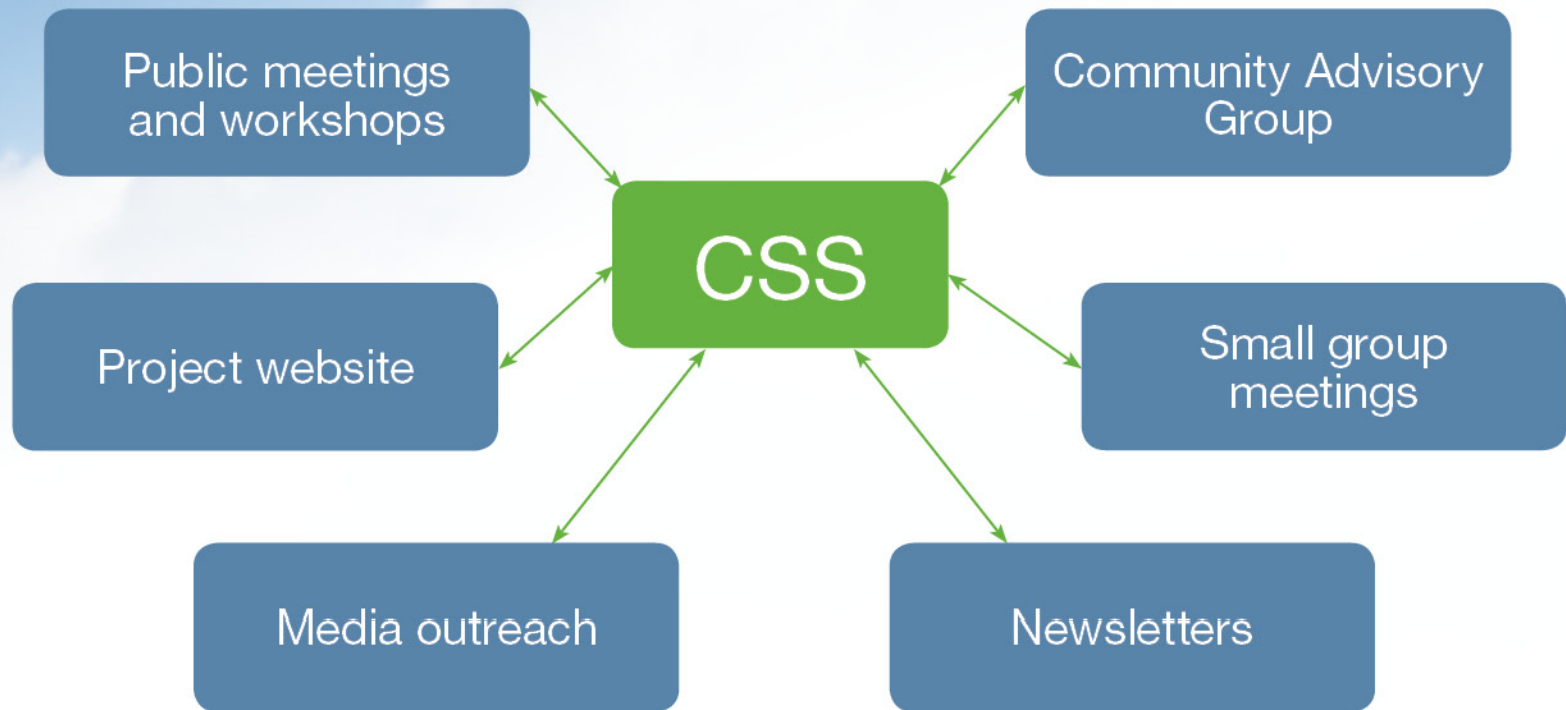
CONSULTANT TEAM

- » STV Incorporated
- » Sub-consultants

- » Elected officials
- » Federal and State Agencies
- » Regional agencies
- » Transportation providers
- » Businesses
- » Interest groups
- » County/Municipalities
- » General public



Public Involvement Opportunities



Project Study Group (PSG)

Project Study Group

IDOT • FHWA • Consultant

■ Purpose

- » Provide technical oversight and expertise in key areas
- » Meetings throughout the study process
- » IDOT and FHWA will make ultimate study decisions for the project.

■ Responsibility

- » Manage the project development process
- » Identify and resolve project issues
- » Promote partnerships
- » Work to develop consensus
- » Acquire regulatory agency clearances and approvals



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Community Advisory Group (CAG)

Community Advisory Group

Community Leaders

- » *Leaders with authority to speak on behalf of their organization*
- » *Mayor/Manager and county Chairman or designees*

Stakeholders

- » *Individuals or groups with expertise or technical interest in areas of transportation, land use, environment and economic development in the study area*

■ Purpose

- » Provide input on Purpose & Need statement
- » Provide input on alternatives to be carried forward

■ Responsibility

- » Commit to attend CAG meetings
- » Collaborate with PSG
- » Provide input and consensus
- » Go next door and sign up



What to do Next...

- View Exhibits
- Engage the project team with questions and comments
- Get Involved
 - » Write comments and/or questions on exhibits
 - » Join CAG
 - » Mail or email questions and/or comments
 - » Follow website: **www.ILRoute31.com**



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Thank You!

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